

Chapter 9. Street Classification

Federal and State guidelines require that streets be classified based on function. The City mainly classifies streets as arterial or non-arterial (local). Other classifications include alley and private streets.

9.1. Arterial Streets

Arterials provide a high degree of vehicular mobility through effective street design and by limiting property access to the right-of-way. Most vehicle trips on arterials are through-traffic. Arterials are divided into three classes: Principal, Minor and Collector Arterials. Higher classification arterials (Principal being the highest), have larger traffic volumes, more through-traffic, longer trips, and fewer access points. Criteria for Arterial Streets are included in Table 1 below.

- A. Principal Arterials have higher levels of local land access controls, with limited driveway access, and have regional significance as major vehicular travel routes that connect metropolitan areas. *(Examples: 228th Ave NE/SE, Sahalee Way and Issaquah Pine Lake Rd)*
- B. Minor Arterials generally provide a high degree of intra-community connections and are less significant than Principal Arterials when considering regional mobility. *(Examples: E Lake Sammamish Pkwy, Inglewood Hill Road and 244th Ave SE-NE)*
- C. Collector Arterials assemble traffic from the interior of an area/community and deliver it to the closest Minor or Principal Arterial. Collector Arterials provide mobility, and access to property. *(Examples: 205th PI NE, 248th Ave SE, and Trossachs Blvd SE)*

Table 1. Arterial Street Classification Characteristics (typical)

	ARTERIAL STREETS		
	Principal	Minor	Collector
Function	<ul style="list-style-type: none"> - Connect cities and urban centers with minimum delay - Channel traffic to Interstate system - Accommodate long and through trips 	<ul style="list-style-type: none"> - Connect activity centers within the city - Connect traffic to Principal Arterials and Interstate - Accommodate some long trips 	<ul style="list-style-type: none"> - Access to community services and businesses - Connect non-arterial to Minor and Principal Arterial - Accommodate medium-length trips
Minimum Right of Way (1)(2)	90 Feet	66 Feet	66 Feet
Lane Width	11 feet	11 feet	11 feet
Parking Lane/Width	None	Requires City Engineer Approval/8 Feet	Requires City Engineer Approval/8 Feet
Curb to Curb Width(3)	64 Feet	40 Feet	40 Feet
Sidewalk Width	Both Sides: 6 feet' wide (commercial areas may require up to 10 feet' widths at discretion of the City Engineer	Both Sides: 6 feet' wide (commercial areas may require up to 10 feet' widths at discretion of the City Engineer	Both Sides: 6 feet wide
Planter Strip Width(4)	Both sides 5 feet wide	Both sides 5 feet wide	Both sides 5 feet wide
Half Street Width(5)	28 Feet	28 Feet	28 Feet
Design Speed (mph)	- 35-45	30-35	25-35
Daily Volumes (vpd)	>15,000	7,000-20,000	2,000- 10,000
Lanes	Two or more	Two or more	Two or more
Striping	Travel lanes delineated	Travel lanes delineated	Travel lanes may be delineated

	ARTERIAL STREETS		
	Principal	Minor	Collector
Buses/Transit Stops	Allowed	Allowed	Allowed
Bicycle Facilities	Lanes, shared lanes, or signage	Lanes, shared lanes, or signage	Lanes, shared lanes, or signage
Pedestrian Facilities	- Sidewalks both sides - Amenity strips	- Sidewalks both sides - Amenity strips	- Sidewalks both sides - Amenity strips

⁽¹⁾Does not include easements for public and private utilities

⁽²⁾ROW may be increased to accommodate Parking or Rain Gardens

⁽³⁾Minimum Width - Land use Density or Offsite Parking Provisions may require more on-street Parking

⁽⁴⁾Does not include curb

⁽⁵⁾Minimum width includes Eleven foot lanes and Four foot shoulders

9.2. Non-Arterial Streets

Streets that are not designated as arterials are non-arterial streets. Sammamish divides non-arterial streets into Residential Collector Streets and Local Streets. Criteria for Non-Arterial Streets are included in Table 2 below.

Table 2. Non-Arterial Streets

	NON-ARTERIAL STREETS	
	Residential Collector	Local
Function	- Connect Local to Arterials - Provide local access - Accommodate short trips to neighborhood destinations	- Provide local access
Minimum Right of Way Width ⁽¹⁾⁽²⁾	52 feet	52 feet

	NON-ARTERIAL STREETS	
	Residential Collector	Local
Lane Width	10 feet (min)	10 feet (min)
Parking Lane Width	8 feet	8 feet
Curb to Curb Width ⁽³⁾	28 feet	28 feet
Parking	One Side	One Side
Sidewalk Width	5 feet	5 feet
Planter Strip Width ⁽⁴⁾	5 feet	5 feet
Half Street Width ⁽⁵⁾	20 feet	20 feet
Design Speed (mph)	25	25
Daily Volumes (vpd)	< 1,000-5,000	< <1000
Striping	No centerline striping	No centerline striping
Buses/Transit Stops	Allowed for short segments	Not allowed
Bicycle Facilities	Shared lanes/signs	No specific bicycle facilities; may have signed route
Pedestrian Facilities	- Pedestrian access through use of sidewalks, trails, or other	- Pedestrian access through use of sidewalks, trails, or other

⁽¹⁾Does not include easements for public and private utilities

⁽²⁾ROW may be increased to accommodate Parking or Rain Gardens

⁽³⁾Minimum Width - Land use Density or Offsite Parking Provisions may require more on-street Parking

⁽⁴⁾Does not include curb

⁽⁵⁾Minimum width includes Ten foot lanes and One foot shoulders

9.3. Alley

Alleys are considered private roads and are governed by the following criteria:

1. Allowed for primary access only when lots served have full frontage on a public street.
2. Serves a maximum of 30 lots, with a maximum length of 400 feet, no cul-de-sacs and no dead ends if serving more than four lots.
3. When an alleyway is to be provided with utilities, the alley shall be located within a utility easement.
4. Minimum alley tract (easement if circumstances require) width of 20 feet with a pavement surface of 16 feet (including thickened edge), based on a five-foot structure setback from property line or edge of tract (easement). For differing structure setback requirements, alley configuration shall be designated to provide for safe turning access to properties.
5. Alleyways shall be provided with a paved surface, a thickened edge on one side and cross slope in one direction.
6. Alleys will be allowed only when lots have frontage on a public street.
7. Alley entry shall be provided by a driveway cut.
8. Construction and inspection standards for public roads apply for alleys unless otherwise noted within these guidelines.

9.4. Private Street

A private street is a privately owned and maintained street providing vehicular access within a property or properties. Refer to Chapter 12.8 Private Streets and Alleys for more information.